

Today's
Advertisements.

ALL OUTSTANDING ACCOUNTS of His Excellency the GOVERNOR must be SENT into GOVERNMENT HOUSE on or before MONDAY, the 31st January.

C. C. PLATT,
Private Secretary.

Hongkong, 27th January, 1898. [179]

NAVY LEAGUE.

CAPTAIN ANDERSON has kindly consented to give an Address upon the "Reasons why we ought to support the Navy League," in the CITY HALL, on MONDAY, the 31st of January, at 5 P.M.

The general public of both sexes are invited to attend.

HENRY E. POLLOCK,
Hon. Secretary.

18, Bank Buildings,
27th January, 1898. [177]

HONGKONG SMOKING CONCERT CLUB.

THE SECOND CONCERT of the SEASON will be given in THEATRE ROYAL on SATURDAY, February 5th, at 9.15 P.M.—FILLARTON HENDERSON, Esq., is the Chair.

MEMBERS who have not yet received their TICKETS are requested to forward \$2 to H. C. NICOLLE, Esq., Hon. Treasurer, when they will receive them.

MEMBERS are reminded that TICKETS must be shown at the Door—and the Rule will be rigidly enforced on this occasion.

J. A. LOWSON,
Hon. Secretary.

Hongkong, 27th January, 1898. [175]

NOTICE.

TAKEN by mistake from Billiard Room, Hongkong Hotel, on the 21st instant, BROWN MELTON OVERCOAT, VELVET COLLAR, kindly RETURN to P. S. P., room 138, HONGKONG HOTEL.

Hongkong, 27th January, 1898. [178]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
THE Company's Steamship "PROMETHEUS," Captain Key, will be despatched as above TO-MORROW, the 28th instant, at Daylight.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th January, 1898. [168]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship "FORMOSA."

Captain Hodges, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LA PRAIA & Co., General Managers.

Hongkong, 27th January, 1898. [180]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship "CENDANG," Captain J. Kynoch, will be despatched as above on MONDAY, the 31st instant, at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th January, 1898. [162]

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).
THE Company's Steamship "CARMARTHENSHIRE," Captain Shattock, will be despatched for the above Port on or about the 4th February.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 27th January, 1898. [179]

Intimations.

DAKIN, CRUCKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARASPARILLA.

R. ASPBERRYADE, &c.

DAKIN, CRUCKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HORSES, CROPS, MUSSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [130]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
WHA THE Ultimo Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damppness.

Soles Agents for China.

LÜTTGENS, EINSTMANN & Co.,
Hongkong, 11th September, 1898. [139]

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

SPICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wine of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins, and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 27, 1898.

BRITISH NORTH BORNEO.

Some time ago we drew attention to the fact that the north Borneo Company had raised the price of game licences to such a degree as to place them beyond the reach of all but the wealthiest sportsmen, while the restrictions placed upon the holder of a licence were such as to deter all but the most enthusiastic from visiting the country in search of sport. That the elephants should be strictly preserved we admit, but, as we before pointed out, the destruction wrought amongst other varieties of game by Europeans is scarcely worth mentioning, while the natives, who kill considerably more animals than the few foreigners scattered through the country, will hardly see the force of taking out fifty dollar licence when they know perfectly well they can poach to their heart's content without fear of their depredations being discovered. This being the case it really appears as if the Company was wished solely to place restrictions upon sport, and this they have effectually done.

We are informed that Mr. Flower, curator of the Bangkok Museum, recently visited Sandakan for the purpose of obtaining a little sport and at the same time adding specimens to the museum which he represents. The high price charged for game licences, however, came as a surprise to Mr. Flower in the first instance, but thinking that the object of the Company was simply to prevent indiscriminate slaughter, the Governor was asked to allow Mr. Flower to shoot and collect specimens without paying for a licence. One would suppose that Mr. Flower, being a naturalist in search of specimens for a museum, would have been told to shoot when and where he pleased, but no, the Governor refused the application and Mr. Flower left North Borneo with nothing to add to his collections. We leave our readers to draw their own conclusions as to the object of the North Borneo Company in framing its game laws.

We are informed that some while ago a telegraphic message was sent from Sandakan to Labuan but that in some places it had to be sent from one station to the next by special messenger owing to the line not having been completed. Since then another message has been got through and the line still remains unfinished, owing, we are told, to a great extent to the falling of trees across the wire which necessitates men being sent immediately to repair damages and retard the work of construction. It appears strange that the constructors of the line should not have been seen in the first instance that the track cut through the jungle must be wide enough to avoid all danger from falling trees but this never seems to have entered their heads and it will be useless to expect the overland telegraph to be a success when completed unless steps are at once taken to widen the track.

January 14th.

In reply to a question in the Chamber of Deputies, M. Méne stated that the prosecution of Zola would be carried out. The Chamber thereupon passed a vote of confidence in the Government, by 312 to 122 votes. It was stated that, if he is convicted, the Government will then take strong measures to suppress the attacks on army administration.

The Senate elections are over. M. Loube, President, was not re-elected. M. Scheuer-Kestner (who defends Dreyfus and attacks Estoroff) is elected vice-president, polling 50 votes.

Several demonstrations have been made by students against Zola.

January 15th.

M. Cavalgnac has written to Madame Dreyfus asserting that the Minister for War is in possession of written evidence showing that Dreyfus at the time of his degradation made a confession to Captain Lebrun-Reynaud. Madame Dreyfus replies that Captain Lebrun-Reynaud denies having received any confession from Dreyfus.

January 16th.

M. Cavalgnac has written to Madame Dreyfus asserting that the Minister for War is in possession of written evidence showing that Dreyfus at the time of his degradation made a confession to Captain Lebrun-Reynaud. Madame Dreyfus denies having received any confession from Dreyfus.

January 17th.

The streets were yesterday paraded by rioters raising a fierce outcry, against Zola, and shouting "Death to the Jews!" The Zola House in the Rue de Bruxelles was pelted with stones. Fifteen rioters were arrested.

January 18th.

The Chamber of Deputies threw out, by 310 to 252 votes, an interpellation by M. Cavalgnac on the alleged confession of Dreyfus. M. Melina, in asking for a vote of confidence, pointed out the injurious effects of keeping up the agitation.

An't-Semblé demonstrations, arising out of the Zola case, occurred last night at Paris, Nancy, Clermont, Lyons, Nantes, Bordeaux, and Marseilles.

January 19th.

The negotiations for the proposed British loan to China have come to a deadlock. The Tsungli Yamen is afraid to grant the concessions asked by the British Government in return for the loan (namely, the opening of Nanning-fu, Tali-pan, and the whole Yangtze to foreign trade).

The Russian and French Ministers in Peking continue to strenuously oppose the arrangement, and Russia offers to provide the money, at the same interest as the British offered, (ten millions sterling at three per cent).

To this offer, China replies by asking whether Russia will support China in refusing the British demands, and protect her against any possible aggressive measures, in view of the recent declaration that the British Government would prevent the closing of the doors of commerce even at the cost of war if necessary. To this query, Russia has given a non-committal answer.

China asks England a similar question—whether she is sure of protection against Russia in case of the Russian demands being rejected. The British Government also gives a non-committal answer.

A COOLIE was charged at the Magistracy to-day with having assaulted a foreman of works at Tai-ping-shan by breaking a rice bowl on his head. The plaintiff had to go to hospital for some time, being badly hurt. A fine of \$5, in default fourteen days, was imposed.

A MANILA sailor was taken to the Government Civil Hospital last night, suffering from a severe knife wound in the back. It appears that he had a quarrel with a countryman named Pedro Boletero in Bridge Street last night. The police were unsuccessful in finding the assailant up till noon to-day.

TO-DAY'S mail was the last of the P. & O. Thursday departures and after the French mail on Wednesday next Saturday will be the day of departure for both English and French mails.

There will be two French mails together, namely, on Wednesday, 2nd February, and Saturday, 15th February, the next P. & O. departure being on Saturday, 19th February.

THE SITUATION IN THE FAR EAST.

Re-stating statements have been published regarding the situation in the Far East. It is affirmed that no power contemplates the use of any territory, and that the talk of war is altogether inappropriate to the situation.

THE DREYFUS CASE.

On the interpellations re the Dreyfus case, the Chamber passed a vote of confidence in the Government by a majority of 243.

Count von Billoff stated in the Reichstag that Captain Dreyfus never had the remotest connexion with German Agents. This confirms the belief that Russia was the Power implicated in the Dreyfus affair. Count von Billoff also stated that the economic policy at Kiao Chow would be based on the policy of "live and let live."

THE SALE OF FRENCH ARMY PLANS.

INTENSE EXCITEMENT IN FRANCE.

RIOTS ALL OVER THE COUNTRY.

PARIS, January 21st.

The Ravary report imparts serious misconduct to Colonel Picquart in connection with the Dreyfus case. M. Estebashy asserts that he never committed any act of treachery, while M. Mathieu (Dreyfus' advocate) and M. Scheuer-Kestner maintain that it was Estebashy who wrote the notorious memorandum attributed to Dreyfus. It has been decided that the hearing of Picquart's evidence which began yesterday, shall be continued with closed doors. General Gensac and Colonel Henri will next be heard to discover any traces of it in the secretions. The case was remanded till Saturday.

THE three members of the Hongkong Regiment charged with robbing and dragging an ex-comrade were brought up on remand at the Magistracy to-day. Dr. J. M. Atkinson gave evidence that when he saw the complainant at the hospital he was suffering from some poison and there was dilation of the pupils of the eye, and that the cause of the fire in the stove and a rattan partition became ignited. The Fire Brigade was in attendance shortly and the outbreak was got under after a bed and some clothing had been burnt.

THE imitativeness of the Chinese knows no bounds. A short time ago a Hongkong resident ordered a garment from a Chinese tailor and as a pattern gave him a "piece" which was ornamented with a couple of patches. When the order was completed the astonishment of the purchaser may be imagined in finding that the patches on the pattern were faithfully reproduced on the new article. To many no doubt this will be a scandal like a traveller's tale but it is a positive fact notwithstanding.

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THE DREYFUS CASE.

Colonel Picquart is under detention at Mont Valence, pending the decision as to sending him before the Council of War.

M. Emile Zola, who is awaiting trial for defamation of character in connection with the Dreyfus case, has sent President Faure a letter accusing Colonel Paty de Clam of having encumbered a miscarriage of justice, with Generals Mercier, Billot, Boissevain, and Gensac as his accomplices, for the purpose of screening the bureaux of the War Department. Zola brings criminal charges against both Councils of War (the one now sitting and the one which condemned Dreyfus) and he defies the Government to bring him to trial in open court.

The Council of War continued its investigation of the sale of State secrets, and unanimously acquitted M. Estebashy, who on coming out into the street was accorded an ovation by the crowd.

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CANTON NEWS.

The following letter from our Special Correspondent, dated Canton 19th Jan., was held over yesterday to make room for the first portion of the report on hindrances to the development of trade in Kwangtung and Kwangsi:—

I shall have the pleasure to despatch to you to-morrow evening the first budget of my report on the "Hindrances to the development of trade in Kwangtung and Kwangsi," which I have made the subject of special investigation, personal and otherwise, during my trip to Wuchow and in respect of which many complaints have been made by the merchants and traders of various nationalities. In the meantime readers of the *Telegraph* may be interested in information respecting the prevalence of piracy in the Canton or West River Delta, a very sad case of downing in the harbor, a few facts concerning the way in which the medical and "creature comforts" of this busy community are supplied on the spot, and reference to a very pleasant little function on board the Steamboat Company's fast and famous West River liner *Lung Shan*. Is the first place, then, let me call attention to that which affects commercial interests, namely, the PREVALENCE OF PIRACY.

During a very pleasant run through the Delta, and up the West River to Wuchow, (a distance of 265 miles over the course) on board the Steamboat Company's well-known steamer *Lung Shan* (Capt. G. F. Morrison) I saw and heard a good deal of piracy both in the thickly populated Delta and on the West River and its large tributaries. We had been steaming down river and through the Delta only about five hours (we left Canton at 9 a.m.) when we approached the village of Yung Kee on the banks of a creek running into the channel through which we were travelling at the rate of about 9 knots per hour. As soon as we got near it the Captain called my attention to the men and children on the shore. "This," said he, "is a well known village where desperadoes of every description dwell. I consider the best name for that creek is Pirate Creek because the majority of the inhabitants of that village are either pirates or persons connected with or descendants of pirates. You just wait until we are steaming pretty close ashore and you'll then hear them cursing us for all they are worth. Even the little children will scold us." The startling allegations of the gallant officer seemed thoroughly justifiable, for no sooner were we within ear-shot of the villagers than they indulged in volleys of the most offensive epithets, the children joining in and making the whole, indecent jests which are well understood in China to indicate intentional insult, contempt, and bitter hatred. As long as we were in sight the people howled at us, demonstrating thereby their ill-will in no uncertain manner. Asked if this sort of thing was usual, the Captain answered in the affirmative and then went on to relate how a steam-launch towing a large passenger boat had been "held up" and looted only a few days previously not very far from this notorious pirate town. It is not pleasant to contemplate what our fate would have been had our engines broken down near that horrid nest. No other steamers were in sight, neither was a native Customs House, Lekin station, or guard boat to be seen. We would have been at the mercy of these desperadoes and little mercy would have been shown to the foreigners or to our two native passengers in the event of the fight for life growing a victory for the invaders. Fortunately our engines (as was only to be expected) ran like clockwork and we soon found ourselves miles away from the pirate's lair.

Gong up river we passed several large rafts of timber in logs and firewood ready for use flying what is known in these regions as the "pirate flag." It indicated to the look-out men of the piratical gang that infest the rivers in the southern provinces of China that they had paid their dues to pirate chiefs up the river and that they should therefore be allowed to proceed unmolested to their destination. It may be said that when once a raftsman has paid blackmail and obtained in consideration therefore one of the flags that will protect him from further extortion he can hold it whenever he pleases and thereby avoid much squabbling. That, however, is not so. The raftsmen know only too well how impotent the native authorities are and they have had many a lesson demonstrating their inability and disinclination to grapple with the pirates and they accordingly pay toll to them regularly. That is the only sure method of protecting themselves from savage attacks en route, while to look to the properly constituted authorities for protection, although Lekin is paid at certain barriers, would be suicidal folly of the most glaring description.

A few days ago a launch towing a passenger boat containing upwards of 200 people who were going to their homes to spend the New Year holidays was stopped by pirates while passing through one of the creeks that intersect the Shantung district. The Chief Engineer (Chinese) was shot because he showed fight and refused to cut the rope to which the passenger boat was attached and thereby place the hapless passengers at the mercy of the blood-thirsty villains who were raring to rob them of all their valuables. As soon as the engineer was wounded with bullets another member of the launch crew obeyed the pirates' order. The rope was cut in twain the pirates left the launch after boasting her and boarding the passenger boat terrified the inmates with their firearms and threats of violence and were soon in possession of T's 20,000 in silver and much valuable clothing and jewellery.

One of the most daring piratical outrages committed in the Delta in recent times occurred last week near Shekki, a town about 5 to 6 hours' steam by ordinary passenger launch from Canton. It is in the populous and wealthy Hengchuan district. According to the reports that have reached this city one hundred pirates were engaged in the raid. They commanded by a chief, broad daylight, a launch, and with it towed to the town of Shekki a boat filled with pirates all armed to the teeth. A landing was easily effected, the Lekin and river guards were promptly subdued and the township soon in their hands. Their object was to place themselves in an advantageous position to loot two or three huge passenger boats that were due to arrive at Shekki with valuable cargo and hundreds of passengers. The district magistrate, hearing of the unpleasant turn of affairs, summoned his guards and endeavoured to put the pirates to flight. His men were defeated, several people were killed and wounded and the dastardly villains succeeded in doing exactly what they pleased. They held up the passenger boats and steamed away under cover of darkness with a large amount of plunder variously estimated at between \$20,000 to \$60,000. As usual, there is no news of the pirates being run to earth.

The holding up of a passenger boat by about a dozen pirates or the robbing of a trading junk is a pretty common occurrence in these regions, and it creates very little excitement outside the district in which it happens. It is only when a big gang takes a town, kills a few people and gets away with a considerable amount of plunder that the general public become much interested in the subject of piracy in the Delta. It seems to be regarded by the natives as one of those evils which by the employment of drastic measures may be checked but cannot be completely eradicated. I shall have more to say under this head in the report mentioned above.

BAD GROWING FATALITY.

It is always unpleasant to have to record the death from natural causes of a friend or an ac-

quaintance or one of the members of the crew of a warship stationed out here for the protection of the lives and property of Europeans. But it is doubly painful, the draught is doubly obnoxious when death is due in great measure to causes that might with reasonable foresight have been removed. I refer to the death of a young bluejacket of the U.S. *Petrel* which occurred the day before I started up river. This unfortunate young man was ashore with some of his comrades and as there is nothing else to do here he of course got into a public house and imbibed more than was good for him. About 10 p.m. he was found in the vicinity of the German Consulate in an absolutely squalid condition. Information was promptly sent off to the *Petrel* and a polite request made that the unfortunate seaman be removed to the "warship," then lying in midstream of the Shantung. A boat was soon manned and a party went ashore in quest of the erring one. He was soon found, taken on board the boat and alongside the thin-looking American cruiser. Now came the difficulty of getting the man out of the boat and safely on the deck of his ship. Exactly what happened I don't know, but I am reliably informed that some difficulty was experienced in getting him out of the boat and up the gangway. It appears evident that he was never properly placed either on the gangway or in the arms of anyone who undertook to get him up the gangway, for it is a fact that he fell into the river, was immediately lost sight of and although immediate and diligent search was made he could not be found to be rescued from a watery grave in a heathen land. His body was picked up the next day and buried in the little cemetery near by with full naval honours. Poor Savage, for such was the name of the unfortunate human, is sadly missed by his shipmates, but their grief, their remorse, their regrets cannot be comparable to the bitter anguish that will arise to the breast of the poor widowed mother in San Francisco whose sole support the young man was. He was a good seaman, a plucky shipmate and a dutiful son—one who deserved much in order that his fond mother might be well housed and sufficiently clothed and fed. It is a fact that he made arrangements before leaving home for his mother to draw in San Francisco every month his entire month's pay less one dollar and pay for being "Jack of the dust." It will be seen therefore that this was indeed a very sad fatality and it is the more so, I submit, because it could have been prevented. Had there been a Marshall attached to the staff of United States Consulate here it is highly probable that instead of sending off to the *Petrel* the gentleman who found the young man near the German Consulate would have communicated with the American Consulate and that thereupon the U.S. Marshall would have taken charge of the seaman, placed him in a bed in his own quarters and taken him back to his ship when sober. A few years ago Mr. Lindberg, the Chief of the Municipal Police, used to perform the duties of U.S. Marshall here and received \$600 per annum, but of late the allowance for a Marshall has been stopped for reasons that would appear to be justified neither by the assumption (if such it were) that such an official was a costly luxury nor the presumption that the services of a Marshall were not likely to be required.

PRESIDENTATION TO CAPTAIN MORRISON.

Yesterday morning as the *Lung Shan* was steaming into port from Wuchow Dr. Edward Bedloe, the recently appointed United States Consul at Canton, called all the saloon passengers and the leading members of the crew together on the quarterdeck and in their presence addressed the Commander (Captain F. G. Morrison, R.N.R.) in the following terms: He is so well able to give expression to. He said it gave him infinite pleasure to act as spokesman on this occasion for the fellow-passengers who had received the kindest treatment and much benefit in health while travelling on the little-known waters of the mighty river which had so recently been thrown open, in part, to the navigation and commerce of all nations. He was glad that he had the opportunity to travel with such a skillful navigator and courteous gentleman as the commander of the *Lung Shan*. He thought a testimonial was fully merited and he trusted it would not only be acceptable to the Captain but that the general public would learn from it that the Steamboat Co.'s vessels were comfortable, well founded, commanded and well manned, and that a thorough passage by the Steamboat Co.'s vessels to Wuchow can be taken in as much comfort and security as a trip in any first-class coasting steamer. He then read the testimonial, as follows:—

"S. S. *Lung Shan*,
West River, January 18th, 1898.

Captain F. G. MORRISON, R.N.R.

"Sir.—We the undersigned saloon passengers by the steamer *Lung Shan* from Canton to Wuchow desire on the eve of leaving this vessel to testify to the continuous courtesy of you, sir, and of all under your command during the trip. We beg to express our admiration of the manner in which you have navigated your ship by day and by night and we feel that we cannot pay too high a tribute to you in respect of the cautious manner in which you have navigated little known waters. We are glad to have you—a pioneer navigator on this great waterway—and we cordially wish you and all under your able command the success which your pluck, your loyalty to your owners, and your perseverance merit. That you may long be spared to render valuable assistance in pioneering trade in the prosperous provinces of Kwangtung and Kwangsi we earnestly desire. We wish you, Sir, long life and prosperity.

Signed ALIX. ROSS,
WU LIU SHAM,
ED. BEDLOE,
KONG U-KIAH,
CHILERY DUNCAN."

Captain Morrison, who was in full Naval Reserve uniform, said he regretted that the limited space for saloon passengers prevented him from making them as comfortable as he would like to see them, but he was much gratified to find that his efforts were appreciated. He had heard that the missionary element in China and those who were strongly opposed to Bryan, and told him so.

"Oh, that is all right," said the young Minister to Bryan. "I want you to understand, Senator, that I will go to China with the flag of commerce in one hand and the flag of Christ in the other."—*San Francisco Call*.

will give prompt and efficient attention to the benefits of everybody.

Last night should by any possibility be in doubt as to the kind of hotel accommodation that is to be found in this historical settlement. I avail myself of this opportunity to state that Victoria Hotel, managed by Messrs. Madar and Farmer, fully meets all the requirements of the travelling public. It is a neat edifice, airy, and well situated. The bedrooms are scrupulously clean and the tables are irreproachable, while the wines and spirits supplied in the bar are of the best and most popular brands only. After a run up the West River to Wuchow a bed in the "Vic." for an A. dinner, a cigar on the spacious verandah and a sip of the sparkling fizz, makes one feel 'trot Canton, with all its drawbacks in the swelling summer months, is not nearly so black as some hysterical and hypercritical tourists, able to boast of more money than brains, would have the world believe.

I could go on writing columns about this settlement, its genial and hospitable inhabitants, the Club, the Customs Club, the pianist bongs and consulates, the notorious young gentlemen who officiate at the Chinese telegraph office, the necessity for the harbour authorities to clear the way for the huge Hongkong liners entering the port, the numerous missionary establishments but the exigencies of space would, I feel sure, be pleased as a very good reason for cutting down. The *Telegraph* is not the largest paper in the world—though doubtless the most popular—and I will therefore conclude with the remark that there is reason for believing that the annual returns of the trade of this port will be in every way satisfactory and unusually interesting. We may look with confidence to Mr. Drew, the Commissioner of Customs, for an able, interesting and instructive report on the commercial affairs of the province of Kwangtung in 1897. He has often given to the world most valuable essays on the trade of China and in Kwangtung he has full scope for the exercise of his sound judgment and facile pen.

THE U.S. MINISTER TO CHINA.

WASHINGTON, December 17th.

There is much in the appointment of Hon. Charles Page Bryan of Chicago to be United States Minister to China. He was selected for this important mission during the recess of Congress, and it was expected that his nomination would be sent to the Senate along with the other recess appointments which have been pouring upon Senators during the past few days. Mr. Bryan came to Washington with the assembling of Congress, and proceeded to cultivate in his address way friendly relations with Senators, especially members of the Committee on Foreign Relations.

The more Senators have seen of Mr. Charles Page Bryan the more impressed are they that he does not measure up to the standard of Mr. Denby, the present Minister to China who has served through several administrations. The friends of Mr. Bryan say the President may decide to withhold his nomination on account of the great diplomatic exigencies of the place just now, and which difficult and delicate duties are rather to increase than diminish.

The friends of Germany into China, which are being to all appearances winked at by the European powers, have suggested that in time Germany may strike at more interests, including the American, than those she has now secured. China is a power eminently and consistently friendly to America and there is a hint in the air that she has already turned to this country for prospective assistance.

In order words: a strong man, a man of affairs and diplomatic experience is now needed on this occasion for the fellow-passengers who had received the kindest treatment and much benefit in health while travelling on the little-known waters of the mighty river which had so recently been thrown open, in part, to the navigation and commerce of all nations. He was glad that he had the opportunity to travel with such a skillful navigator and courteous gentleman as the commander of the *Lung Shan*. He thought a testimonial was fully merited and he trusted it would not only be acceptable to the Captain but that the general public would learn from it that the Steamboat Co.'s vessels were comfortable, well founded, commanded and well manned, and that a thorough passage by the Steamboat Co.'s vessels to Wuchow can be taken in as much comfort and security as a trip in any first-class coasting steamer. He then read the testimonial, as follows:—

"S. S. *Lung Shan*,
West River, January 18th, 1898.

Captain F. G. MORRISON, R.N.R.

"Sir.—We the undersigned saloon passengers by the steamer *Lung Shan* from Canton to Wuchow desire on the eve of leaving this vessel to testify to the continuous courtesy of you, sir, and of all under your command during the trip. We beg to express our admiration of the manner in which you have navigated your ship by day and by night and we feel that we cannot pay too high a tribute to you in respect of the cautious manner in which you have navigated little known waters. We are glad to have you—a pioneer navigator on this great waterway—and we cordially wish you and all under your able command the success which your pluck, your loyalty to your owners, and your perseverance merit. That you may long be spared to render valuable assistance in pioneering trade in the prosperous provinces of Kwangtung and Kwangsi we earnestly desire. We wish you, Sir, long life and prosperity.

Signed ALIX. ROSS,
WU LIU SHAM,
ED. BEDLOE,
KONG U-KIAH,
CHILERY DUNCAN."

Captain Morrison, who was in full Naval Reserve uniform, said he regretted that the limited space for saloon passengers prevented him from making them as comfortable as he would like to see them, but he was much gratified to find that his efforts were appreciated. He had heard that the missionary element in China and those who were strongly opposed to Bryan, and told him so.

"Oh, that is all right," said the young Minister to Bryan. "I want you to understand, Senator, that I will go to China with the flag of commerce in one hand and the flag of Christ in the other."—*San Francisco Call*.

THE DAIRY FARM COMPANY, LIMITED.

The following is the report for presentation to shareholders at the first ordinary yearly meeting, to be held at the Company's depot, Wyndham street, on Monday next at noon:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1897.

The profit for the year, after writing off \$3,061.20 for depreciation and \$845 for directors' and auditors' fees, is \$3,972.07, which it is proposed, in view of past experience, to carry forward.

The herd of cattle, which has been largely increased since the 31st July last, is now in excellent health and condition.

DIRECTORS.

Mr. Granville Sharp and Capt. Tillett retire by rotation and being eligible, offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. F. Henderson, who offers himself for election for the current year.

ALEXANDER TILLETT,
Acting Chairman.

Hongkong, 24th January, 1898.

N. O. T. A. N. D. A.

CALENDAR.

JANUARY.

Meteorological means based on ten years' observations to 1895.

Barometer 30.165

Thermometer 59.4

Humidity 74.0

Rainfall 1.07

TO-DAY.

WEDNESDAY.

On date 10 a.m.

Barometer 30.35

Thermometer 65

Humidity 35

Rainfall 1.07

TO-DAY.

WEDNESDAY.

On date 10 a.m.

Barometer 30.36

Thermometer 67

Humidity 36

Rainfall 1.07

TO-DAY.

WEDNESDAY.

On date 10 a.m.

Barometer 30.36

Thermometer 67

Humidity 36

Rainfall 1.07

TO-DAY.

WEDNESDAY.

On date 10 a.m.

Barometer 30.36

Thermometer 67

Humidity 36

Rainfall 1.07

TO-DAY.

WEDNESDAY.

On date 10 a.m.

Barometer 30.36

Thermometer 67

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNS	FRIDAY, 28th January,
J. JONES	VILL KEPPEL BAY, BRISBANE	11 P.M.
	SYDNEY, MELBOURNE	
	MARSEILLES, LONDON, NEWCASTLE, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAYA PORTS), PENANG, COLOMBO and PORT SAID.	THURSDAY, 3rd February, 11 A.M.
KAGOSHIMA MARU	SEATTLE, WASH., VIA KOBE and YOKOHAMA	WEDNESDAY, 9th February, 11 A.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 16th January, 1898

DR. KNORR'S
ANTIPYRINE

patented

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY-HALF YEARLY MEETING of the Shareholders, in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 13th day of February next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of account to 31st December, 1897.

By order of the Court of Directors.

(Sd.) T. JACKSON,
Chief Manager.
Hongkong, 16th January, 1898

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 29th instant, to the 12th day of February next (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Court of Directors.

(Sd.) T. JACKSON,
Chief Manager.
Hongkong, 16th January, 1898

PUBLIC NOTICE OF EXPIRY OF FARM.

THE EXCLUSIVE PRIVILEGE of preparing Opium and Selling and Retailing Opium so prepared will cease on the 28th February, 1898. No Prepared Opium purchased from us or our Licensees can be used after the 3rd March, 1898, at Noon, without the consent of the new Holders of such Exclusive Privilege as aforesaid.

MAN FOOK COMPANY,
Opium Farmers.
Hongkong, 25th January, 1898.

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NOTICE.

IT IS EXCELLENCY The GOVERNOR has consented to lay the FOUNDATION STONE of the New Reformatory on the site at CAUKEWY BAY punctually at 11 A.M. on SATURDAY, the 29th instant. Those wishing to see the Ceremony are invited to attend.

Hongkong, 26th January, 1898.

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NOTICE.

A RESPECTABLE YOUNG MAN wishes to meet with a Gentleman who is leaving for Home, and offers himself as VALET and COMPANION in exchange for trip, or as otherwise agreed.

Apply

"Z. Y. X."
c/o Hongkong Telegraph Office,
Hongkong, 20th January, 1898.

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HOUSE OF LORDS WHISKY.

PARTIES are cautioned against spurious imitations and cheap brands of Whisky being sold as supplied to the House of Lords. The only Genuine House of Lords bulk whisky, as supplied to that Assembly during the last 15 years, is Saunders' O.B. Brand in long black bottles. It is never shipped in Dumpy or clear bottles.

CRAIGELLACHIE GLENLIVETT DISTILLERY CO., LTD.

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Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAITAN"
Captain Roach, will be despatched for the above Ports TO-MORROW, the 28th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 27th January, 1898. [169]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY,
Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargos at through rates to PERSIAN
GULF and BAGDAD,

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BORMIDA"
Captain Noire, will be despatched as above,
TO-MORROW, the 28th instant, at Noon.
At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th January, 1898. [153]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOURABAIA.

THE Company's Steamship

"ONSANG"
Captain J. Young, will be despatched as above
on MONDAY, the 31st instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHEWS & Co.,
General Managers.

Hongkong, 25th January, 1898. [163]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY and MELBOURNE.

THE Company's Steamship

"CHANGSHA"
Captain Williams, will be despatched as above
on MONDAY, the 31st instant, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried with the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN and AUSTRALIAN
S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th January, 1898. [130]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR"
Captain Barr, will be despatched as above
on MONDAY, the 31st instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th January, 1898. [132]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT"
Captain C. Hause, will be despatched as
above on or about the 31st instant.

To be followed by the

S.S. "LYDERHORN" on or about 10th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th January, 1898. [67]

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND
COLOMBO.

(Taking Cargos at through rates for
LIVERPOOL, GLASGOW, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY"
Captain D. Davies, will be despatched as
above on or about the 8th February.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 19th January, 1898. [142]

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"LYDERHORN"
will be despatched as above on or about the 15th
February.

To be followed by the

S.S. "ORWELL" on or about the 28th
February.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th January, 1898. [113]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA, BOMBAY,
ANTWERP, BREMEN and HAMBURG,
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIc PORTS.

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE Company's Steamship

"DARMSTADT"
will be despatched as above on or about the 15th
February.

To be followed by the

S.S. "CREEFIELD" on or about the 15th
March, 1898.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 25th December, 1897. [1924]

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT ADELAIDE"
will be despatched as above on SATURDAY,
the 29th instant, at Noon, instead of as previously
advertised.

S.S. "GHIAZEE" about 20th Feb.
S.S. "ARGYLL" 5th March.

S.S. "PATHAN" 10th March.

S.S. "LRNNOX" 10th April.

S.S. "ENERGIA" 30th April.

For Freight or Passage, apply to
DODWELL, CARELL & Co.,
Agents.

Hongkong, 16th January, 1898. [193]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain E. Fey, will be despatched for the
above Ports on TUESDAY, the 1st February,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 16th January, 1898. [193]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"BORMIDA,"
Captain Noire, will be despatched as above,
TO-MORROW, the 28th instant, at Noon.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage apply to
CARLOWITZ & Co.,
Agents.